Zero-Emission Vehicles and Infrastructure

Report to the Legislature

2025

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Executive Summary

Pursuant to Government Code Section 14108, the California Department of Transportation (Caltrans) is required to annually report on the acquisition, operation, and infrastructure status of its zero-emission vehicles (ZEVs) which currently includes battery electric vehicles (BEVs) and hydrogen vehicles. This inaugural report outlines Caltrans' progress in transitioning Caltrans Fleet to ZEVs, in alignment with Executive Order N-79-20 and all pertinent California Air Resources Board regulations. As the State's largest government fleet, Caltrans plays a critical role in California's climate goals.

Caltrans maintains the most diverse government fleet in the State, totaling over 12,000 vehicles and equipment, serving a wide range of critical operations. As of July 1, 2025, Caltrans has acquired and put in service 1,284 ZEVs across various vehicle classes, including 1,250 BEVs and 34 hydrogen fuel cell vehicles. Additionally, Caltrans procured 477 new BEVs —primarily light-duty and a handful of medium-and-heavy-duty BEVs—in Fiscal Year (FY) 2024-25.

Over the last three fiscal years Caltrans has made great strides towards its goal of becoming the greenest government fleet in the nation through procuring an average of 571 BEVs annually and investing in charging infrastructure installation. However, BEVs remain significantly more expensive than their internal combustion engine counterparts, averaging 132.82 percent higher in purchase cost. Additionally, delivery times vary by vehicle class, influenced by market supply, production timelines, and upfitting requirements.

As of July 2025, Caltrans has initiated significant infrastructure upgrades. Due to inconsistent statewide availability, hydrogen fueling remains unreliable; therefore, Caltrans is prioritizing the expansion of electric vehicle charging infrastructure. Collaborating with the Department of General Services (DGS), Caltrans has prioritized 70 charging infrastructure projects at statewide facilities. In FY 2024–25 10 projects were completed. Five projects averaged $116,147 each and took approximately 1.9 years to finish, while five charger replacement projects averaged $39,930 each with an average duration of 1.8 years. Future projects are projected to cost on average $210,231 per site and may take up to 3 years to complete.

Caltrans has made significant progress in transitioning to ZEVs, aligning with legislative and regulatory mandates. While BEV adoption is technically feasible for light-duty vehicles, substantial operational and infrastructure challenges

remain for heavier-duty applications. Caltrans will continue to monitor duty performance, optimize procurement strategies, and expand infrastructure to support a sustainable, zero-emission fleet transformation.

Background

Statutory Reference & Purpose

Government Code Section 14108, enacted by **Assembly Bill 173 (Committee on Budget, Chapter 53, Statutes of 2024)** requires Caltrans to annually compile and report information to the Legislature on or before October 1 each year regarding the ZEVs that the department purchases, owns, or leases. In that annual report, the department is also required to conduct an analysis of the duty performance of the zero-emission vehicles that it acquires and to include information on its ZEV charging and refueling stations.

The California Air Resources Board, pursuant to its authority to regulate motor vehicle emissions and emissions of greenhouse gases, has adopted the Advanced Clean Fleets Regulation, which mandates that beginning January 1, 2024, 50 percent of annual vehicle purchases per calendar year greater than 8,500 pound-gross vehicle weight rating (GVWR) are required to be zero-emissions; beginning January 1, 2027, 100 percent of vehicle purchases are required to be zero-emissions. Caltrans is the largest government fleet impacted by the Advanced Clean Fleets Regulation.

Program Background

Caltrans purchases, engineers, fabricates, maintains and repairs fleet equipment. Caltrans operates the largest and most diverse fleet in California with more than 12,000 vehicles and equipment ranging in size from light-duty (which includes sedans, sports utility vehicles and light-duty pick-ups), to medium and heavy-duty (which includes plow trucks and snowblowers), and off-road (which includes construction equipment). The Caltrans fleet is utilized in nearly every mission-critical operation, including providing safety barriers for field crews, plowing snow-covered roads, performing vegetation control to reduce the risk of catastrophic wildfires, and striping roadways to improve visibility.

Caltrans has made significant progress towards its goal of becoming the greenest government fleet in the nation. Over the past three Fiscal Years, Caltrans has purchased 1,713 BEVs or on average 571 BEVs per year. See **Table 1** below.

Table 1 – BEVs Purchased FY2022-23 – FY2024-25

Electric Vehicle	Total
Tesla Model 3 (Light-Duty)	399
Volkswagen ID4 (Light-Duty)	235
Ford Lightning (Class 2b)	1
Chevrolet Silverado EV (Class 2b)	600
Rivian R1S (Class 2b)	138
Rivian R1T (Class 2b)	315
Ram Promaster Van (Class 2b)	11
Rizon Cargo Body (Class 5)	1
Volvo Cargo Truck (Class 8)	11
Volvo Transport Tractor (Class 8)	2
Total	**1,713**

The Caltrans Office of Zero Emission Vehicle Infrastructure manages the implementation of infrastructure for electric fleet, including the coordination for project delivery. Caltrans plays an important and unique role in the State's efforts to increase BEVs on California's State Highway System.

Caltrans protects the public's safety and preserves California's highways by maintaining and repairing the State Highway System. Caltrans responds to emergencies so travelers and goods can reach their destination safely and efficiently. Caltrans has over 450 maintenance stations statewide requiring charging infrastructure to support the incoming BEV fleet. There is a deliberate effort within Caltrans in delivering charging infrastructure projects throughout all 12 Caltrans Districts.

Program Status/Program Accomplishments

As of July 1, 2025, Caltrans had a total of 1,284 ZEVs (light-duty through Class 8, details on classes provided below) in-service – of those 1,250 are BEVs and 34 are hydrogen-fueled. See **Table 2** below.

Table 2 – ZEVs In-Service as of July 1, 2025

Electric Vehicle	Total
Tesla Model 3 (Light-Duty)	393
Volkswagen ID4 (Light-Duty)	234
Toyota Rav 4 (Light-Duty)	26
Chevrolet Bolt (Light-Duty)	15
Toyota Mirai (Light-Duty) (Hydrogen)	33
Ford Lightning (Class 2b)	1
Chevrolet Silverado EV (Class 2b)	576
Rizon Cargo Body (Class 5)	1
Volvo Transport Tractor (Class 8)	1
Global Sweeper (Class 8)	3
Global Sweeper (Class 8) (Hydrogen)	1
Total	**1,284**

**NOTE: Caltrans has removed 6 Teslas from the fleet due to vehicle collisions and damage. Caltrans is still pending delivery of 24 Chevrolet Silverado EV's.*
**In-service counts are a snapshot in time as vehicles are being received and retired. Caltrans fleet contained ZEVS prior to fiscal year 2022-23.*

During Fiscal Year 2024-25, Caltrans purchased 477 BEVs. See **Table 3** below.

Table 3 – BEVs Purchased FY 2024–25

Electric Vehicle	Total
Rivian R1S (Class 2b)	138
Rivian R1T (Class 2b)	315
Ram Promaster Van (Class 2b)	11
Rizon Cargo Body (Class 5)	1
Volvo Cargo Truck (Class 8)	11
Volvo Transport Tractor (Class 8)	1
Total	**477**

Average Purchase Price & Days to Delivery

For the 1,284 in-service vehicles, the average purchase price and average days to receive ZEVs are displayed in **Table 4** below.

Table 4 – Average Days to Delivery and Average Purchase Price of In-Service Vehicles

Weight Class	Fuel Type	Equipment Count	Ave. Days to Delivery	Ave. Purchase Price
Class 2B	ELECTRIC	577	711	$102,340.17
Class 5	ELECTRIC	1	163	$217,500.00
Class 8	ELECTRIC	4	689	$726,490.90
	HYDROGEN FUEL CELL	1	736	$1,007,822.16
Light Duty	ELECTRIC	668	237	$54,704.99
	HYDROGEN FUEL CELL	33	70	$52,628.09
		1284	**448**	**$79,019.64**

Vehicle delivery times vary significantly by weight class and factors such as manufacturer inventory, market supply, production timelines, and upfitting requirements.

The purchase price is defined as the total cost of a completed vehicle, which includes the price of the chassis, parts, components, and labor necessary to make the vehicle ready for service.

Cost Comparison

Electric vehicles are on average 132.82 percent more expensive than their equivalent internal combustion engine vehicle counterparts. This is mainly due to the high cost of large lithium-ion batteries, and the research and development that goes into new products. **Table 5** below shows the cost comparison for BEVs that currently have a purchase order initiated.

Table 5 – Cost Comparison

Description	ZEV Cost	Int. Comb. Eng. Cost	Cost Increase	Percent Increase
Cargo Body, 12'-16'	$217,500.00	$105,000.00	$112,500.00	107.14%
Cone body truck chassis	$235,000.00	$98,811.72	$136,188.28	137.83%
Delivery Van, Full Size	$108,750.00	$44,133.00	$64,617.00	146.41%
Pickup, Light Duty, Crew Cab, 4X4	$108,750.00	$40,890.00	$67,860.00	165.96%
Sedan, Subcompact	$60,430.32	$23,141.00	$37,289.32	161.14%
SUV, Mid-size, AWD	$110,381.00	$55,000.00	$55,381.00	100.69%
SUV, Small BEV	$58,982.19	$26,981.00	$32,001.19	118.61%
SUV, Small, 4x4	$66,687.81	$29,670.00	$37,017.81	124.77%

Caltrans has experienced BEV to internal combustion engine cost disparities such as a diesel-fueled sweeper costs $400,000 per unit and a compressed natural gas sweeper cost $550,000 per unit, while an electric sweeper costs about $675,000 per unit. Additionally, a diesel-fueled transport tractor costs $222,183 per unit and a compressed natural gas transport tractor cost $289,214 per unit, while an electric transport tractor costs $546,532 per unit.

Duty Cycle Comparison

As part of Caltrans' ongoing strategy to transition the state fleet ZEV, Caltrans conducted operational assessments across various vehicle classes to evaluate how electric and hydrogen technologies currently perform under real-world conditions. These assessments have been guided by how long the vehicle operates, vehicle availability, range and fueling limitations, and infrastructure readiness. As vehicle capabilities improve and infrastructure expands, the recommended ratios below may improve.

Class 2A and Below – Light-Duty Fleet (Passenger Vehicles and Pickups)

Caltrans light-duty fleet consists primarily of sedans, sport utility vehicles, and small pickup trucks used for administrative travel, site inspections, and general utility functions. These vehicles typically operate within a limited daily range and return to designated fleet yards where overnight charging is feasible.

Duty Cycle Compatibility – Electric vehicles in this class are well-matched to existing fleet usage patterns. Most vehicle trips are under 150 miles per day, with minimal idling or payload weight. These conditions fall well within the capabilities of today's light-duty BEVs, which often exceed 250-300 miles of range per charge.

Infrastructure Readiness – Charging infrastructure for light-duty vehicles is already in place at many Caltrans yards, and the footprint and cost to expand it are reasonable. Level 2 (19 kilowatts/hour) charging is sufficient to fully recharge the vehicle by the next workday.

Operational Redundancy Not Required – Unlike heavy-duty vehicles, light-duty BEVs can maintain a consistent duty cycle without the need for rotation or standby vehicles. As a result, one BEV can directly replace one gasoline or diesel vehicle with no loss in service capabilities.

Electric vehicles can replace light-duty fleet vehicles on a one-for-one basis with no operational loss, minimal infrastructure expansion, and full alignment with zero-emission goals.

Class 3 through Class 6 – Battery Electric Vehicles

A significant range disparity exists between ZEV and ICE Class 3 through Class 6 vehicles available today. On average, ZEV options in these classes have a driving range of between 100 and 190 miles. In comparison to their ICE vehicle counterparts this equates to roughly 50 percent less driving range. For most duty cycles, this translates to a need for a 2:1 ratio of ZEVs to ICE vehicles. However, Caltrans has successfully procured a ZEV cargo body capable of performing the same duty cycle as its conventionally fueled counterpart and is actively exploring additional duty cycles that support a 1:1 ratio.

Currently, Caltrans operates one Class 5 Rizon Electric Cargo Truck equipped with the maximum triple battery pack and a range of 110 to 155 miles. See **Image 1** below. Caltrans utilizes this vehicle to transport parts from nearby storage yards, which has proven to be a successful use case.

Image 1 – Rizon Cargo Body (Class 5)

One of the challenges with this class of vehicles is battery pack placement. Some vehicle manufacturers install battery packs on the outside of the frame rails and others install them inside the frame rails. Most Caltrans vehicles require the outside of the frame rails be open to build vehicles such as cone trucks. Caltrans is working with manufacturers to redesign battery placement inside the frame rails to better meet our operational needs.

By using telematics trip data, Caltrans identifies opportunities for direct replacement of ICE vehicles with BEVs when the duty cycles are consistent with range. There are instances where BEVs fit seamlessly, and Caltrans will work to procure and deploy them strategically.

As battery technology advances, BEV driving ranges are expected to improve which in turn will reduce the duty cycle margins between BEV and ICE vehicles, making BEV vehicles even more viable for broader applications.

Class 7 – Street Sweepers – Battery Electric Vehicles
Battery-electric sweepers offer a promising alternative to diesel, but they currently fall short in meeting the full demands of Caltrans sweeping operations, particularly in terms of continuous service time and operational flexibility. Caltrans currently has three BEVs in the fleet and 15 more in delivery for replacements of internal combustion engine vehicles. Caltrans fleet includes 231 sweepers powered by various fuel types.

Limited Effective Operating Hours – Electric sweepers typically deliver fewer productive hours per charge than their diesel counterparts. Even under favorable conditions, their usable sweeping time does not align with standard shift durations, requiring mid-day returns or swaps to maintain route coverage.

Charging and Downtime Requirements – Charging infrastructure for Class 7 sweepers is still being developed and varies by facility. Because these vehicles cannot sweep an entire shift on one charge, multiple units must be rotated to ensure uninterrupted service. Fast charging is not always practical or available during the workday.

Fleet Rotation to Maintain Coverage – To meet service expectations without delays or reduced route completion, a two to three vehicle rotation is required: one (1) sweeper in active service, one (1) charging, and/or one (1) standing by to fill in as needed; this depends on operations for a 12-hour shift or a 24-hour shift.

Electric sweepers can support a phased transition to zero-emission operations, but at this time, approximately two to three units per every one unit is required to maintain full-service reliability and route coverage.

Class 8 – Transport Tractor-Trailers – Battery Electric Vehicles
As part of Caltrans strategic planning for transitioning to zero-emission heavy-duty vehicles, Caltrans assessed the operational performance of electric Class 8 tractor-trailers in the context of the fleet's primary mission: transporting equipment across the state. See **Images 2 and 3** below.

Image 2 – Transport Tractor BEV

Image 3 – Transport Tractor ICE

Range Reduction Based on Available Battery Size – Transporting construction equipment such as backhoes, graders, and rollers involve towing heavy, high-profile trailers that generate significant wind resistance. Under these real-world conditions, the effective range of BEV tractor-trailers can drop from their rated 275 miles to as little as 150 to 200 miles per charge. Diesel rigs, by comparison, maintain full performance and can haul the same equipment for 750 miles or more per fueling.

Charging Downtime and Route Limitations – BEVs require 60 to 120 minutes of fast charging, and the limited availability of high-capacity chargers along

transport corridors significantly affects logistics. Caltrans' current operations cannot sustain extended downtimes or inefficient routing without increasing fleet size.

Maintaining Throughput and Service Levels – To match the workload of one diesel rig, three BEVs must be rotated to allow for transport, charging, and standby availability. This ratio ensures consistent delivery timelines for construction projects, avoids delays in equipment deployment, and supports compliance with construction schedules.

Until battery technology and charging infrastructure improve, Caltrans will need to average three BEVs to replace a single diesel-powered vehicle to meet the demands of transporting construction equipment without compromising operational capacity. This approach ensures that Caltrans fleet remains both climate-aligned and mission-ready.

ZEV Infrastructure

Currently, Caltrans does not have hydrogen fueling locations due to the lack of consistency in hydrogen availability and public hydrogen stations. However, as of July 1, 2025, Caltrans had 731 electric charging stations with a total of 1,416 ports at over 228 different locations throughout all Caltrans Districts. See **Table 6** below.

Table 6 – Caltrans Infrastructure

Caltrans District	Total Number of Chargers	Number of Ports
1	19	31
2	18	30
3	65	147
4	84	170
5	28	48
6	63	124
7	118	223
8	65	115
9	21	38
10	42	77
11	114	238
12	78	149
HQ	16	26
Grand Total	**731**	**1,416**

In January of 2023, Caltrans contracted with DGS to install Level 2 charging infrastructure at Caltrans facilities, including district offices, support field offices, maintenance shops and equipment shops.

In 2023, Caltrans worked with DGS to develop a list of 70 priority locations based on various factors such as power readiness, site assessments, and anticipated need by districts. DGS has started the 70 projects in phases and below are tables of completed projects in FY 2024–25. Five projects were full projects requiring infrastructure. See **Table 7** below. Five projects have infrastructure in place but required swapping broken chargers that were no longer functioning. See **Table 8** below. Caltrans has 12 projects currently in construction and are estimated for completion in FY 2025–26. See **Tables 9 & 10** below.

Additionally, Caltrans has been working with utility companies to leverage low to no cost infrastructure projects. For example, Southern California Edison's Charge Ready Program will provide utility upgrades for Level 3 (150-250kilowatt/hour) Direct Current Fast Charging chargers at no charge to Caltrans. Caltrans is working on property rights and access challenges with internal stakeholders and the utilities and hope to have this resolved by mid-2026.

Table 7 – New Charging Infrastructure Projects

Caltrans District	Facility Name	# of Chargers	# of Ports	Project Initiation Date	Operational Date	Cost per Port	Cost per Charger	Total Project Cost	Completion (days)
3	Woodland Maintenance Station	3	6	1/2/23	10/1/24	$ 23,296	$ 46,592	$ 139,776	638
3	DPAC Warehouse	2	3	1/2/23	5/22/25	$ 29,846	$ 44,769	$ 89,539	871
5	Santa Cruz Maintenance Station	1	2	1/2/23	10/1/24	$ 45,932	$ 91,864	$ 91,864	638
6	Bakersfield MS	3	7	1/2/23	12/20/24	$ 18,673	$ 43,572	$ 130,716	718
10	Altaville Maintenance Station	2	3	1/2/23	7/2/24	$ 42,946	$ 64,419	$ 128,838	547
Totals		**11**	**21**			**$ 160,694**	**$ 291,216**	**$ 580,733**	**3412**
Average		**2.2**	**4.2**			**$ 32,138**	**$ 58,243**	**$ 116,146**	**682**

Averages for completed projects:

- Cost Per Port – $32,139.00
- Cost Per Charger – $58,243.00
- Cost Per Project – $116,147.00
- Completion Days – 682 days or 1.9 years

Table 8 – Charger Replacement Projects

Caltrans District	Facility Name	# of Chargers	# of Ports	Project Initiation Date	Operational Date	Cost per Port	Cost per Charger	Total Project Cost	Completion (days)
3	North Freeway	3	6	1/2/23	8/23/24	$ 2,524	$ 5,048	$ 15,145	599
3	District HQ Office	4	8	1/2/23	10/3/24	$ 5,181	$ 10,362	$ 41,449	640
3	HQ Auxiliary Parking Lot	2	3	1/2/23	10/3/24	$ 5,736	$ 8,605	$ 17,210	640
4	Oakland HQ Office	9	18	1/2/23	1/28/25	$ 5,243	$ 10,486	$ 94,382	757
4	SFOBB Maintenance Complex & Training Facility	3	6	1/2/23	11/5/24	$ 5,243	$ 10,486	$ 31,460	673
Totals		**21**	**41**			**$ 23,929**	**$ 44,990**	**$ 199,649**	**3309**
Average		**4.2**	**8.2**			**$ 4,785**	**$ 8,998**	**$ 39,929**	**662**

Averages for completed charger replacement projects:

- Cost Per Port – $4,786.00
- Cost Per Charger – $8,998.00
- Cost Per Project – $39,930.00
- Completion Days – 662 days or 1.8 years

Table 9 – Planned Infrastructure Projects Timeline

Caltrans District	Facility Name	Status	Project Initiation Date	Construction Start date	Est. Project Completion	Est. Completion (days)
1	Eureka Materials Lab	Construction	1/2/23	4/16/25	10/15/25	1017
1	Nice Office	Construction	1/2/23	5/2/25	8/15/25	956
3	Chico North Maintenance Station	Construction	1/2/23	7/5/25	11/30/25	1063
4	Foster City Maintenance Station	Construction	1/2/23	4/17/25	8/15/25	956
4	Nimitz CVEF	Construction	1/2/23	4/1/25	8/15/25	956
4	San Jose Sub-Shop	Construction	1/2/23	4/17/25	9/15/25	987
4	Oakland HQ Office	Contracting	1/2/23	9/15/25	2/15/26	1140
6	Madera Maintenance Station	Construction	1/2/23	8/10/25	1/15/26	1109
6	Pine Ave North Region Maintenance Station	Construction	1/2/23	8/10/25	1/15/26	1109
7	North Hollywood Maintenance Station	Contracting	1/2/23	3/28/26	5/27/26	1241
11	San Diego/Coronado Bridge Maintenance Station	Construction	1/2/23	5/12/25	10/15/25	1017
12	University Construction Trailer	Assessment	1/2/23	12/1/25	2/1/26	1126
Average						**1056**

Table 10 – Planned Infrastructure Projects Cost

Caltrans District	Facility Name	# of Chargers	# of Ports	Est. Cost per Port	Est. Cost per Charger	Est. Total Project Cost
1	Eureka Materials Lab	7	14	$ 17,801	$ 35,603	$ 249,224
1	Nice Office	2	3	$ 6,500	$ 9,750	$ 19,500
3	Chico North Maintenance Station	3	5	$ 31,710	$ 52,850	$ 158,550
4	Foster City Maintenance Station	2	4	$ 25,244	$ 50,488	$ 100,976
4	Nimitz CVEF	4	8	$ 34,868	$ 69,736	$ 278,944
4	San Jose Sub-Shop	5	10	$ 23,605	$ 47,210	$ 236,051
4	Oakland HQ Office	19	37	$ 22,314	$ 43,453	$ 825,625
6	Madera Maintenance Station	3	5	$ 23,916	$ 39,861	$ 119,583
6	Pine Ave North Region Maintenance Station	5	9	$ 26,321	$ 47,378	$ 236,891
7	North Hollywood Maintenance Station	2	4	$ 48,875	$ 97,750	$ 195,500
11	San Diego/Coronado Bridge Maintenance Station	1	2	$ 10,965	$ 21,930	$ 21,930
12	University Construction Trailer	1	2	$ 40,000	$ 80,000	$ 80,000
Totals		**54**	**103**	**$ 312,120**	**$ 596,010**	**$ 2,522,774**
Average		**4.5**	**8.6**	**$ 26,010**	**$ 49,667**	**$ 210,231**

Estimated averages for planned projects:

- Cost Per Port – $26,010.00
- Cost Per Charger – $49,668.00
- Cost Per Project – $210,231.00
- Completion Days – 1,056 days or 3 years

Caltrans has installed 61 charging infrastructure stationary charging ports during FY 2024–25, with an additional 103 planned. To meet the demand of Caltrans' growing BEV fleet, Caltrans purchased and deployed 53 portable chargers with 144 ports, which total 1,560 ports and 784 charging stations statewide, see **Table 11** below. Portable chargers are part of Caltrans' strategic plan to ensure charging availability in rural areas or construction sites, see **Images 4 & 5** below.

Table 11 – Caltrans Portable Chargers

Manufacturer	Power Level	Ports/ Unit	Units Purchased	Available Ports
XOS – Trailer & Skid Mount	Direct Current Fast Charging	4	19	76
Kempower	Level 3	2	28	56
Voltstack	Level 2	2	6	12
Totals		**7**	**53**	**144**

Image 4 & 5 – XOS and Kempower Portable Chargers

Conclusion

Caltrans continues to make measurable progress in transitioning its diverse and mission-critical fleet to BEVs. With over 1,200 BEVs acquired and hundreds more in the pipeline, Caltrans is demonstrating leadership as one of the State's largest public fleets in supporting California's ambitious climate and clean air goals.

This inaugural report highlights significant milestones, including the purchase of 477 BEVs during Fiscal Year 2024–25, and the advancement of infrastructure projects at priority locations. While light-duty BEV integration has proven successful on a one for one replacement basis, medium- and heavy-duty applications present ongoing operational challenges due to vehicle range limitations, increased upfront costs, and a lack of charging and hydrogen fueling infrastructure. In particular, certain vehicle classes require a three for one or higher BEV-to-diesel replacement ratio to maintain equivalent service levels.

To support long-term success, Caltrans is prioritizing data-driven decision-making through duty cycle performance analysis, cost and delivery tracking, and infrastructure planning. Collaborative efforts with the DGS have already resulted in the completion of key electric vehicle charging projects, with future installations underway to meet growing demand.

Moving forward, continued investment, technological innovation, and interagency coordination will be critical in addressing the remaining barriers to full fleet electrification. Caltrans remains committed to its role in building a cleaner, more sustainable transportation system while ensuring its fleet remains safe, reliable, and operationally effective in serving the people of California.

Caltrans has 965 BEVS on the current Fleet Acquisition Plan, which is under review with DGS for approval[1] to purchase (see **Table 12** below). These BEVs meet replacement criteria and once approved, Caltrans plans to continue its momentum and purchase approximately 500 BEVs in Fiscal Year 2025–26 off the Fleet Acquisition Plan.

[1] For information on Fleet Acquisition Plan due dates and timeframes, please visit: https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4127.

Table 12 – Fleet Acquisition Plan

ZEVs on FAP	Count of REPLACEMENT ASSET
00107 - Sedan, Subcompact, Electric	5
00490 - SUV, Battery Electric	11
00611 - Pickup Light Duty Crew Below 8500GVWR Bev	222
00876 - Van, Full Size, Delivery, BEV	14
01737 - Cone Body, BEV	1
03150 - Cargo Body, 15', BEV	8
04184 - Trash Compactor, 16 CY, Rear Load, ZEV	6
05100 - Transport Tractor, ZEV	1
10490 - SUV, AWD, Battery Electric	115
10611 - Pickup Light Duty Crew Below 8500 GVWR 4x4 BEV	413
10690 - SUV, Mid-Size, AWD, BEV	142
56816 - Sweeper, High Dump, 4 CY, BEV	16
Grand Total	**954**

Caltrans will continue to deploy mobile charging units and, through its partnership with DGS, install Level 3 charging infrastructure at key state facilities. Where DGS cannot support installations due to workload capacity, Caltrans will take the lead. These coordinated efforts support Caltrans' transition to a fully electrified fleet and its broader sustainability goals.

Additionally, Caltrans will continue its efforts in reaching agreements to leverage low- to no-cost utility programs to assist with the installation of infrastructure for Level 3 chargers. By collaborating with local utility companies, Caltrans will reduce the financial burden of infrastructure upgrades, taking advantage of available programs that provide cost-sharing opportunities or incentives to install charging infrastructure. These partnerships will further enhance the affordability of the infrastructure deployment while supporting the sustainability goals of Caltrans. These efforts will enable Caltrans to efficiently implement the necessary charging infrastructure to support a fully electrified fleet, which aligns with Caltrans sustainability goals and operational needs.

Appendix A. Statutory Reporting Reference

Government Code - GOV

TITLE 2. GOVERNMENT OF THE STATE OF CALIFORNIA [8000 - 22980] (Title 2 enacted by Stats. 1943, Ch. 134.)

DIVISION 3. EXECUTIVE DEPARTMENT [11000 - 15990.3] (Division 3 added by Stats. 1945, Ch. 111.)

PART 5. DEPARTMENT OF TRANSPORTATION [14000 - 14463] (Heading of Part 5 amended by Stats. 1972, Ch. 1253.)

CHAPTER 2. Powers and Duties [14101 - 14181] (Chapter 2 added by Stats. 1945, Ch. 118.)

ARTICLE 1. General [14101 - 14111] (Article 1 added by Stats. 1945, Ch. 118.)

14108. (a) Notwithstanding Section 10231.5, the department shall annually compile and report information to the Legislature on or before October 1 of each year, beginning in 2025, regarding the zero-emission vehicles that the department purchases, owns, or leases, including, but not limited to, all of the following information:

(1) The number of zero-emission vehicles in each weight class categorized by fuel source type that the department owns or leases as of July 1 of each year.

(2) The number of zero-emission vehicles in each weight class categorized by fuel source type that the department purchased in the preceding fiscal year.

(3) The average purchase price of a zero-emission vehicle in each weight class categorized by fuel source type.

(4) The average time for the department to receive a zero-emission vehicle in each weight class categorized by fuel source type from order placement to vehicle delivery.

(b) In each report required pursuant to subdivision (a), the department shall conduct an analysis of the duty performance of the zero-emission vehicles that it acquires categorized by weight class. The analysis shall include, but is not limited to, all of the following information:

(1) The number of zero-emission vehicles required to perform the duties of a single conventionally fueled vehicle that is replaced by a zero-emission vehicle.

(2) A comparison of the final cost, including upfittings and the installation of other required equipment, of a zero-emission vehicle acquired to replace a single conventionally fueled vehicle.

(3) The ability of a zero-emission vehicle to complete the duties of a conventionally fueled vehicle that is replaced by the zero-emission vehicle in the course of a shift during which those vehicles are used.

(c) In each report required pursuant to subdivision (a), the department shall include information on its zero-emission vehicle charging and refueling stations, including, but not limited to, all of the following information:

(1) The number of charging and refueling stations in each district of the department categorized by fuel source type currently owned, operated, or leased by the department as of July 1 of each year.

(2) The number of charging and refueling stations in each district of the department categorized by fuel source type currently planned, in project development, or under construction by the department as of July 1 of each year.

(3) The average time in days required for the department to complete the procurement or construction of a charging or refueling station. The period shall be measured from project initiation to commencement of unit operation for each charging or refueling station.

(4) The total project cost for each charging or refueling station.

(d) For the purposes of this section, "weight class" means the category of a vehicle's gross vehicle weight rating (GVWR) and includes all of the following weight classes:

(1) "Light duty," which means a GVWR less than or equal to 8,500 pounds.

(2) "Class 2b," which means a GVWR greater than 8,500 pounds and less than or equal to 10,000 pounds.

(3) "Class 3," which means a GVWR greater than 10,000 pounds and less than or equal to 14,000 pounds.

(4) "Class 4," which means a GVWR greater than 14,000 pounds and less than or equal to 16,000 pounds.

(5) "Class 5," which means a GVWR greater than 16,000 pounds and less than or equal to 19,500 pounds.

(6) "Class 6," which means a GVWR greater than 19,500 pounds and less than or equal to 26,000 pounds.

(7) "Class 7," which means a GVWR greater than 26,000 pounds and less than or equal to 33,000 pounds.

(8) "Class 8," which means a GVWR greater than 33,000 pounds.

(e) (1) Each report to be submitted pursuant to subdivision (a) shall be submitted in compliance with Section 9795.

(2) The department shall post each report required pursuant to subdivision (a) on its internet website in a manner that can be downloaded and shall also post a telephone number on the internet website to call to order a hard copy of the report from the department.

(f) This section shall remain in effect only until January 1, 2036, and as of that date is repealed.

(Added by Stats. 2024, Ch. 53, Sec. 4. (AB 173) Effective July 2, 2024. Repealed as of January 1, 2036, by its own provisions.)